

THE FALL OF NEW ORLEANS.

Interesting Correspondence Between Flag Officer Farragut and Mayor Monroe.

Formal Demand for the Surrender of the City.

The Mayor Refuses to Lower the Rebel Flag and Hoist the Star Spangled Banner.

Rebel Outrages on the Wives and Children of Loyal Citizens.

Sketches of the Union Naval Commanders.

Washington, May 1, 1862. The following correspondence, together with the announcement of the surrender of Port Macon, North Carolina, taken from the Richmond Enquirer of yesterday, which city is reached by telegraph, was to-day received at the War Department. The correspondence is between the Mayor of New Orleans and Flag Officer Farragut.

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name of the Essex, Jr. This vessel finally became a cartel for Captain Porter, his officers and crew. United States. He was found to be a sailor and a good naval officer, and would have been promoted early but for his extreme youth. On one occasion, when it was found necessary to appoint an acting lieutenant to one of Commodore Porter's captures, David Farragut's name was mentioned, but his appointment was opposed on the ground that he was "but a mere boy." After ten years of an adventurous life, in the year 1820, we find him still a midshipman on board the Franklin, a seventy-four gun line-of-battle ship, and on the 1st of January, 1821, he is recorded as having been on duty in the city of New York. During this year he passed his examination in this city, and being twenty-one years of age was recommended for promotion. He was then ordered on the West India station; but it was not until the 15th of January, 1822, that he was commissioned a lieutenant, and in that capacity was still employed on the same station. He was next transferred to the Brandenburg, a forty-four gun frigate, and was reported on that vessel on the 1st of January, 1823. On the same day of the following year he is recorded as having been during the latter part of the previous year, ordered to the receiving ship at Norfolk, Virginia, which position he held until late in 1823. He was then ordered to the sloop Vandalia, an eighteen gun vessel-of-war, which joined the squadron on the coast of Brazil. On this station he remained about two years, when he again returned to Norfolk. He appears to have been retained on the receiving ship at the Norfolk Navy Yard during the remainder of 1830, through the years 1831 and 1832, and some portion of 1833, for his name is recorded as still being at Norfolk on the 1st of January in that year. However, as far as the sloop-of-war Vandalia is concerned, he held the position of executive officer at the commencement of 1834. This vessel was then stationed on the coast of Brazil. On his return to this country, about the end of that year, he was allowed a brief interval of rest, as he is recorded as being at sea on the commencement of 1835. During the years 1836 and 1837 he was entirely off duty, awaiting orders. He was next ordered on the West India station, but did not remain there long, for the commencement of the year 1840 again finds him awaiting orders. He is next recorded on the 1st of January, 1841, in ordinary at Norfolk, Va. On the 8th of September, 1841, he was commissioned a commander in the navy, and ordered to the sloop-of-war Decatur, a sixteen gun vessel. In her he again sailed to the coast of Brazil, and joined that squadron. He remained on the station for about twelve months, when he was again allowed absence on leave. He is thus recorded on the navy roll on the 1st of January, 1843. At this time his name stood No. 26 on the list of commanders. During that and the next year he was out of active service again and awaiting orders; but in consequence of deaths and dismissals he had risen upon the roll of lieutenants, his name standing No. 47 on the list on the 1st of January, 1846. He was next again ordered to the Navy Yard at Norfolk, where he remained until after the 1st of January, 1847. During that year he was ordered to join and take command of the sloop-of-war Foxhound, a twenty gun vessel, then stationed on the home station. On the roll of the navy officers, made up by the War Department to the end of 1847, he is still recorded in command of the vessel, and his grade of lieutenant stands at No. 42 on the list of commanders. On his return home he was again ordered to the Norfolk Navy Yard, where he held command second to Commodore Shat. This position he filled during the remainder of 1846, and during the years 1849 and 1850. January 1, 1851, however, finds him again awaiting orders. His name had, however, risen somewhat higher on the roll of navy commanders; for in 1849 it stood No. 40, in 1850 at No. 36, and January 1, 1851, at No. 30. In that year he was ordered to a dispatch service, being appointed Assistant Inspector of Ordnance, being second in command under Commodore Stringham. This position he held until after the end of the year 1851. He is now considered a very efficient ordnance officer. Again we find his name rising on the list of commanders, January 1, 1852, it being No. 27; January 1, 1853, No. 25, and January 1, 1854, No. 23. Another field was at this time opened to the subject of our sketch by the establishment of a new navy yard at Mare's Island, near San Francisco, California. Commander Farragut, then standing No. 18 on the list, was ordered to the chief command of this post, and became commander of the new yard. That he well filled the position there is every record to testify. On the 1st of January, 1856, he is still recorded as chief of that yard, and on September 14, of the same year, he was commissioned a captain of the United States Navy, his name standing No. 35 on the roll of navy captains of the American service. He held the same position for some years, when he was ordered in 1858 to the command of the steam sloop Brooklyn, a twenty-five gun vessel, forming a portion of the Home squadron under Flag Officer McClure. He was, however, removed from that command during the month of May, 1860, after being on board of the vessel over twenty months; but the reason of his removal was one of somewhat a mysterious character, and caused a great deal of naval and newspaper controversy at the time. As it does not materially affect our sketch, we will not enter at large upon the subject, but merely state that the 1st of January, 1861, again finds him awaiting orders. His name at this time stood number thirty seven on the roll of captains of the United States Navy. On the 1st of last September he was still awaiting orders; but the rapid desertion of some of his seniors in rank, and the death of others, made him rise six steps on the ladder of promotion, his name then standing number thirty-one. When the present expedition was fitted out, Captain Farragut was appointed by the Navy Department as its Flag Officer; and, judging by the reports that have reached us, he has bravely filled the position, and added one more link to the already heavy laurel wreath won by the navy of the United States.

Sketch of Captain Morris. Captain Henry W. Morris, the chief officer of the Penacola, which is reported as having done good service at New Orleans, is a native of New York, and entered the navy as a midshipman, appointed from this State, of which he is also a citizen, on the 21st of August, 1819. For some time after that date he was at the Navy Yard at Brooklyn, but during the latter part of 1820 he was ordered to the corvette Urania, a vessel of war carrying twenty guns. From this he was transferred to the sloop-of-war Ontario, a vessel of six guns. He was next ordered to the frigate Constitution, a well known vessel-of-war of forty four guns, then stationed in the Mediterranean. This brings us down to the year 1826. During the next two years he is recorded as absent from the service on leave. On the 17th of May, 1828, he was commissioned a lieutenant, and joined the active service. He continued to do his duty in various positions until 1838, when, on the 1st of January of that year, we find him awaiting orders. On that day his name stood No. 134 on the list of lieutenants of the United States Navy. On the 1st of January, 1829, he is recorded as being absent on leave. His name then stood No. 102. During the latter part of that year and the whole of the years 1840, 1841, 1842, 1843, 1844 and a portion of 1845 he was engaged at the rendezvous, and on other duty in this city. He had rapidly risen upon the ladder of rank during these years; for on the 1st of January of each of the years last mentioned his name is recorded on the list of the following numbers—1840, No. 114; 1841, No. 107; 1842, No. 47; 1843, No. 42; 1844, No. 37; 1845, No. 28. Thus, in six years, he had risen eighty-six steps up the ladder of promotion. During the latter portion of 1845 he was appointed to the command of the sloop-of-war Southampton, then belonging to the African squadron. He still held that command at the beginning of 1846; but during that year he was again ordered to the Navy Yard at New York. During the next five years he appears to have been unemployed, as he is recorded as awaiting orders during the whole of that time. In the meantime he had passed to the head of the list of lieutenants, and on the 12th of October, 1849, was promoted to be a commander of the United States Navy. On the 1st of January, 1851, his name stood on the list of commanders at No. 89, and on the same day of 1852 at No. 85, and on the same day of 1853 at No. 83. During that year he was again appointed to the rendezvous at New York, this time with the command of the post. This position he held until some time in 1853, when the command of the sloop Germantown, a twenty-two gun vessel, was given to him. From this station he was again transferred to the Mediterranean squadron, of which he is recorded on the list of January, 1855, as being the first captain under Commodore Stringham. At this time his name stood No. 69 on the list of commanders. On the 1st of January, 1855, he was appointed to the command of the sloop-of-war Foxhound, a twenty-two gun vessel, which he held until the 1st of January, 1856. His name at this time stood but three below that of the senior commander of the United States Navy. On the 25th of December of that year he was promoted to a captain in the navy, and retained on the special duty at New York before mentioned. After performing and completing this special duty, he is next recorded as awaiting orders, which appears to have been the case until his appointment to the command of the Penacola. During the month of February, 1861, while awaiting orders, he attended as second principal officer at the Naval Court Martial of Commander Walker, held in the Lyceum of the Navy Yard at Brooklyn. While the Penacola was building at the Washington Navy Yard, during the latter part of 1861, Captain Morris took particular pains in superintending her construction, and while doing so he was often brought in contact with President Lincoln, who also was much interested in the vessel. The Penacola is a steam sloop-of-war, and carries twenty-four guns of heavy calibre. It will be remembered that when the vessel was completed the banks of the Potomac were lined with rebel batteries. This blockade the Penacola safely and securely ran, the vessel being at the time under the command of Captain Morris and the pilot. This brilliant movement, which had been for some time previously a source of great anxiety to both Union men and rebels, was accomplished on the morning of the 12th of January, 1862. After being at anchor in Hampton Roads for some little time, the Penacola was ordered to join the fleet blockading squadron, and set sail for that purpose. That Captain Morris has bravely done his duty there is but little doubt, for all who know him can bear testimony to his bravery as an officer, as well as to the fact of his being a pleasant companion and a perfect gentleman. He can, when in the humor, amuse his hearers for hours with his tales of a sailor's life at home and at sea; and all who have sailed with him assert that in action there is none braver than he.

Sketch of Captain Bailey. Captain Theodor Bailey, United States Navy, who commanded the fleet of gunboats which passed up the Mississippi and participated in the attack on Forts Jackson and Vicksburg, and the shore batteries between the mouth of the river and the city of New Orleans, is a native of Plattsburg, in this State. His grandfather, Colonel John Bailey, of Flakkill, Dutchess county, was a soldier of the Revolution, and a substantial man in his neighborhood, where he married the daughter of Theodor Van Wyck, a large landed proprietor, held several positions of trust, and was much esteemed. His father, John William Bailey (having married the daughter of Captain Platt, one of the patentees of Plattsburg),

was from this city early in life, and became one of the pioneer settlers on the shores of Lake Champlain, where he resided at the time of his death. During the war of 1812 Plattsburg became a prominent historical point, and Captain Platt's residence was taken on the invasion by the British as their headquarters. A story is told of this event illustrative of the fortunes of war and the character of the owner. Captain Platt refused to accompany the family to their flight from the British lines, and when the General took possession was found quietly sitting by the fire. One of the General's aids inquired of him—"Who are you, old man?" and was as promptly and profusely answered, "I am Captain Platt, and am damned to you, young man!" The Captain remained, and was kindly treated by the new comers, being a sort of prisoner at large until they were ejected by General Macomb. Captain Bailey was born in 1805, and obtained his appointment as a midshipman through the influence of his uncle, General Theodor Bailey, United States Senator for New York. Although entering the navy too late to participate to the war of 1812, he had the opportunity of sailing under and acquiring his naval education from the men who had in that struggle given our navy a world-wide reputation. After years of service in the lower grades, Captain Bailey obtained his first command as lieutenant commanding of the Lexington, an old rigger, rated as a store ship, with which he found himself on the coast of California during the Mexican war, and, with the zeal which he has always displayed, made efficient use of her as a vessel-of-war in capturing San Blas, and acting as an armed cruiser on the coast. His next command was the sloop-of-war St. Marys, with which he returned to the Pacific and cruised for three years. His opportunity arrived at Panama during the choleraed pest, and the "Frigate" thought to use them, they were eminently successful and satisfactory, alike to citizens and government. Hearing the news of the bombardment of Sumter while in the city on a visit, he took the next train to Washington to offer his services to the government. A few days afterwards he was assigned to the command of the Colorado, with which he hastened to Pensacola, where he became a terror to the rebels by his restless activity. In the operations there, planned and matured in all its details the expedition to the mainland, and the capture of the privateer Judith, making the first attempt in person in large on a dark night, moving directly up to the Navy Yard dock, to which the privateer had drawn in for repairs, and making a very successful reconnaissance soon followed by the capture of the privateer by his boats under Lieut. Russell. From Pensacola he was ordered to the Southwest Pass, to co-operate in the expedition against New Orleans. When the expedition started, finding it impossible to get the Colorado, from her heavy draught, over the bar, although suffering from the effects of a recent painful surgical operation, he asked of Flag Officer Farragut permission to go up as a volunteer, transferring his guns, officers and men to vessels of lighter draught, and was at once kindly assigned the position of second in command, with immediate command of the steam gunboats. After making his arrangements and transferring the Colorado to First Lieutenant Davis, he joined the expedition there in the river. How he performed his duties there will never appear when the history of the expedition is written. Capt. Bailey belongs to a family which has given many officers to the army and navy, and his four sisters all married into the service. He is fully imbued with a love for his profession, and, like the larger portion of its members, displays his shell back proclivities in a fondness for rough service and active duty.

As a result of the services of Captain Bailey, it appears that he entered the navy on New Year's Day of 1818, and has consequently served his country for over forty-four years. Of these over twenty years have been spent at sea, about six years on shore and other duty, and for the remaining eighteen years and over he has been employed. From the fact that his present voyage he had not been to sea since December, 1856, after which he was appointed a member of a special court of inquiry.

NEWS FROM GEN. HALLECK'S ARMY. Reconnaissance and Fight with the Enemy—Hasty Flight of the Rebels—Purdy Occupied by Our Troops—The Communication of the Rebels North of Corinth Cut Off, &c.

St. Louis, Mo., April 30—11 A. M. Movements continue. The rebels are hard and require a great deal of work for heavy trains. The reconnaissance to Purdy was successful. They destroyed two bridges on the Mobile and Ohio Railroad, captured one locomotive and a train of men.

St. Louis, Mo., May 1, 1862. The weather clear and pleasant, with a good prospect for an improvement in the roads. The river is falling. General A. W. Sherman has arrived from Fort Royal and taken his brigade.

St. Louis, Mo., May 1, 1862. The river has risen two inches in the last twenty-four hours. The steamer Belle Croix has arrived from Pittsburg Landing. Her dates are to Wednesday noon.

A reconnaissance in force was made yesterday morning from the right wing, four miles the side of Purdy, on the Memphis and Ohio road. They met a force of rebel cavalry, who fled in great haste and could not be raised. They were pursued to Purdy. Our forces on taking possession of the town burnt two bridges and ran a locomotive into the river. Three companies were taken to the bridge covered with ordnance. The forces then retired, having cut off all railroad communication with the country north of Corinth, which has been a great source of rebel supplies.

NEWS FROM GEN. MITCHELL'S DIVISION. Successful Expedition Against Bridgeport—Northern Alabama Cleared of Rebels, &c.

Huntsville, Ala., via Louisville, May 1, 1862. To His Excellency M. Stanton, Secretary of War. Yesterday, the enemy having cut our wires and attacked, during the night, one of our brigades, I detached my duty to head in person the expedition against Bridgeport. I started by a train of cars in the morning, followed by two additional regiments of infantry and two companies of cavalry. I found that our pickets had engaged the enemy's pickets four miles from Bridgeport, and after a sharp engagement, in which we lost one man killed, drove them across a stream, whose railway bridge I had burned.

With four regiments of infantry, two pieces of artillery, three pieces of horse and two companies of cavalry, I started forward in the face of the burnt bridge and opened our fire upon the enemy's pickets on the other side, thus producing the impression that our advance would be by the railway. This accomplished, the entire force was thrown across the country about a mile, and set on the road leading from Stevenson to Bridgeport. The middle column now advanced at a very rapid pace. Our scouts attacked those of the enemy, and forced them from the Bridgeport road. We thus succeeded in making a complete surprise, immediately forming our line of battle on the crest of a wooded hill within five hundred yards of the works constructed to defend the bridge. At our first fire the rebels broke and ran. They attempted to fire the main bridge but failed. They then attempted to fire the three extremities, but the volunteers, at my call, pushed forward in the face of their fire and saved the bridge. From the island to the main shore we could not save it. It is of small moment, its length being but about 450 feet. Prisoners taken report six regiments of infantry and 1,800 cavalry stationed at the bridge. This campaign is ended, and I now occupy Huntsville in perfect security. While in all of Alabama north of the Tennessee river there is no flag but that of the Union.

TWO DAYS LATER FROM EUROPE. THE AMERICA AT HALIFAX.

The English Journals Anticipate the Capture of New Orleans. The London Times Calls it a "Torniquet Tightened Over the Artery of Secession."

Opinion of the Aristocrats on Intervention. Scientific Commissioners from Austria to Examine the Monitor, the Merrimack and the Coast Defences of the United States.

Reported Arrest of Twelve Hundred Seditious Workmen in France.

HALIFAX, May 1, 1862. The steamer America, from Liverpool at 10.30 A. M. of the 19th ult. and Queenstown 20th, arrived at Halifax at five P. M. to-day. She has thirty-five passengers for Boston. No specie reported.

The America on the 21st spoke the mail steamer China, from New York for Liverpool, at quarter past seven A. M. of yesterday. Also, on the 27th ult. spoke the ships Samuel Hodgkinson, Oriental, Ferena and Trenton. The general news, as well as the commercial, is almost a blank. Further experiments in the armor plating of ships are engaging attention both in France and England. Greek and Turkish affairs are but little changed. Saxony has acceded to the French and Prussian commercial treaty.

THE AMERICAN QUESTION. The British Press Anticipating the Fall of New Orleans—Gloomy Forebodings of the London Times—What the Federal Lords Think of the Struggle, &c., &c.

The London Times editorially expatiates on the importance of the struggle for New Orleans, and says the occupation of that place by the rebels would be a total defeat of the great strategy of General Grant. The London Herald (conservative organ) has a sarcastic comment on the protracted continuance of the American struggle, federal pretensions to the contrary notwithstanding. "We see no signs of exhaustion in the North, and no signs of discouragement in the South, and believe that no probable military achievement on either side would suffice to bring either party to terms. With these views, our commercial and political policy should be regulated on the conviction that a speedy peace is hopeless."

The Herald further says that the government of Washington should be permitted to have one more chance, and if they fail, the great Powers should promptly interfere on behalf of the general cause of freedom. The London Herald (conservative organ) has a sarcastic comment on the protracted continuance of the American struggle, federal pretensions to the contrary notwithstanding. "We see no signs of exhaustion in the North, and no signs of discouragement in the South, and believe that no probable military achievement on either side would suffice to bring either party to terms. With these views, our commercial and political policy should be regulated on the conviction that a speedy peace is hopeless."

THE INVASION OF MEXICO. Spain will not, as has been reported, send her troops from Mexico. They will stay until the satisfaction demanded is obtained.

FRANCE. It was rumored that the French police had arrested twelve hundred workmen on the charge of sedition.

ITALY. The Russian Minister of the Interior has made two imperial propositions—one for accelerating the liberation of the serfs, and the other for sending a minister of parliamentary representation. The proposition has been referred to the Council of the Empire.

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INDIA. The Bombay mail of March 27th has arrived, and is on board the America. The news is generally anticipated. Authentic intelligence had been received that about 5,000 British troops, with one hundred guns, were on their way to Herat, and that Sir Faraj Khan of Herat, as directed by the King, had ordered 16,000 sowars and infantry to march against them.

THE IRON FLEET OF ENGLAND. COMMANDER COLBURN NOT THE INVENTOR OF THE FIRST STEEL ARMED VESSEL OR THE BEST OF THE LONDON YARD?

Having received printed papers with directions to lay before the select committee at Woolwich certain plans, I send down to the committee for that purpose, and on the 18th of May, 1854, I did lay before them those plans, one of which was for a flat-bottomed floating battery, to be used in the shallow waters of the Baltic, and which was quite inapplicable to the coast of America. I was very much surprised to find that the plans were not only received by the committee, but that I would be from him. These plans were not patented or secured legally. I trusted entirely to their honor. On the 21st of the same month, May, 1854, I received a letter from the Ordnance Office, which the following is a copy—

ORDNANCE OFFICE, May 25, 1854. To Mr. GEORGE COLBURN—The Lieutenant General of Ordnance having received a report of the select committee upon your plan for a floating battery, to be moved by steam power, I am directed to inform you that the committee have approved of the plan, as well as the other plans which you suggest for the capture and destruction of the enemy's ships and forts, are quite inapplicable to the coast of America.

Some few months after this I read in the public prints that the authorities were trying experiments to ascertain the thickness of iron which would be required to resist and throw off cannon shot, as it was in contemplation to build as quickly as possible a new floating battery for service in the shallow waters of the Baltic, upon which I wrote to the General of Ordnance, requesting to be informed whether these floating batteries were to be built upon the principle of your plan. I then wrote to the Secretary of the select committee, Woolwich, requesting that my plan should be taken into consideration. I then wrote to the newspaper, stating all the particulars, from first to last, and my letter appeared in that paper the next day, November 16, 1854.

These matters stood until the following year, when I read in the public papers that Paul Babot, in the House of Lords, asked the War Minister "who was the designer of the project for the formation of floating batteries?" And Lord Anson replied that he was not in a position to name the designer of them. Upon which I wrote to the Morning Post, stating the facts, and the result appeared in that paper the next morning, May 1, 1855. Having briefly stated these facts to your air, I respectfully beg that you will lay them before the public, in order that the question may be raised, "whose plan applicable to the service or not?" and in order that the credit, if any, should not be awarded to the wrong party. I am, Sir, your obedient servant, GEORGE COLBURN, 38, SOUTHAMPTON TERRACE, WATERLOO BRIDGE, APRIL 19, 1862.

IMPORTANT FROM NORTH CAROLINA. Bombardment and Capture of Fort Macon.

The Garrison Accorded the Honors of War and Paroled. Sketch of Fort Macon and Its Rebel Garrison.

Despatches from Wilmington, N. C. The following despatch is taken from the Richmond Enquirer—

WILMINGTON, N. C. April 29, 1862. Fort Macon surrendered conditionally on Friday last. A portion of the garrison arrived here at twelve o'clock last night. It is reported that Colonel White saved all the public papers. The officers were allowed to take their side arms. Seven of our men are reported killed and a number wounded.

SECOND DISPATCH. WILMINGTON, April 29, 1862. Fort Macon surrendered on Friday, 25th inst., after a bombardment of ten and a half hours. The batteries were planted behind heavy sand banks. The breaching battery was eleven hundred feet distant, and the mortars fourteen hundred feet, and entirely concealed from the fort. The garrison were allowed the honors of war. The officers retained their sidearms, and all paroled. Seven men were killed and eighteen wounded, two mortally. The enemy's loss is not known. Colonel White and 125 men arrived at the bar yesterday afternoon, on board the federal gunboat Chippewa, and were transferred to a river steamer under a flag of truce, reached here, as stated in the first despatch. The other were sent up the Sound from the fort.

Despatch from General Wool. FORTRESS MONROE, May 1, 1862. Hon. E. M. STANTON, Secretary of War.

I have just received a despatch from Brigadier General Mansfield to the effect that five negroes have arrived from Portsmouth. The contrabands report that Fort Macon was taken on Friday last. Eighteen rebels were killed and twenty-seven wounded. General Beauregard has evacuated Corinth and fallen back on Memphis. It is reported that Commodore Tainall and the principal officers of the Merrimack have resigned. The Merrimack lies off the Marine Hospital at Cranes Island fast to the buoy. She now mounts twelve guns. There are no other steamers there.

Sketches of the Fort and the Rebel Garrison. The War Department at Washington has received intelligence of the capture of Fort Macon, North Carolina, by the Union forces. The news is derived from a telegram published in the Richmond Enquirer of Wednesday. No particulars are given. We append the following sketch of the fort and its garrison—

SECTION OF FORT MACON. Fort Macon, which guarded and protected the town of Beaufort, was situated on a bluff on Bugue's Bank, one mile and three-quarters from the town. It commanded the entrance to the harbor, having a full sweep of fire over the main channel. Opposite the fort, at the entrance of the harbor, is the Rockwell Bank, one mile and a half across. The fortification was of a hexagonal form, and had two tiers of guns—one in casemated batteries, and the other en barbette. Its armament consisted of twenty-three two pounders, thirty twenty four pounders, two eighteen pounders, three field pieces for shelling defence, twelve cannon howitzers, eight-inch howitzers (heavy), eight-inch light howitzers (light), one thirteen-inch mortar, three ten-inch mortars, and two Coehorn mortars—making a total of eighty-nine guns. The war garrison of the fort was three hundred men. For heating shot there were large furnaces in the fort, and at the time of the seizure there was a large quantity of powder in the magazine. The masonry and iron work were much out of repair when the fort was seized by the rebels, which was done by order of Governor Ellis on the 2d of January, 1862. Much of the workwork, &c., was then in a state of decay. The plans of the wharf and the superstructure were much out of order, but it is reported that the Acting Governor had placed all the forts of the State in a most efficient state of preparation for defence and resistance. Governor Pickens, of South Carolina, immediately after the seizure of Fort Macon and Caswell, sent for their defence, some dozen ten-inch columbiads, which were divided according to the respective strength and necessities of each. It is now in the hands of the Union forces, and the details of its capture will soon be made public.

THE REBEL GARRISON OF FORT MACON consisted of the following—

- Colonel.....Wm. G. King.
First Lieutenant.....James H. Wolfe.
Second Lieutenant.....John F. Irvine.
Adjutant.....John W. C. King.
Company 1st.....Capt. John F. Irvine.
Company 2nd.....Capt. John F. Irvine.
Company 3rd.....Capt. John F. Irvine.
Company 4th.....Capt. John F. Irvine.
Company 5th.....Capt. John F. Irvine.
Company 6th.....Capt. John F. Irvine.
Company 7th.....Capt. John F. Irvine.
Company 8th.....Capt. John F. Irvine.
Company 9th.....Capt. John F. Irvine.
Company 10th.....Capt. John F. Irvine.
Company 11th.....Capt. John F. Irvine.
Company 12th.....Capt. John F. Irvine.
Company 13th.....Capt. John F. Irvine.
Company 14th.....Capt. John F. Irvine.
Company 15th.....Capt. John F. Irvine.
Company 16th.....Capt. John F. Irvine.
Company 17th.....Capt. John F. Irvine.
Company 18th.....Capt. John F. Irvine.
Company 19th.....Capt. John F. Irvine.
Company 20th.....Capt. John F. Irvine.
Company 21st.....Capt. John F. Irvine.
Company 22nd.....Capt. John F. Irvine.
Company 23rd.....Capt. John F. Irvine.
Company 24th.....Capt. John F. Irvine.
Company 25th.....Capt. John F. Irvine.
Company 26th.....Capt. John F. Irvine.
Company 27th.....Capt. John F. Irvine.
Company 28th.....Capt. John F. Irvine.
Company 29th.....Capt. John F. Irvine.
Company 30th.....Capt. John F. Irvine.
Company 31st.....Capt. John F. Irvine.
Company 32nd.....Capt. John F. Irvine.
Company 33rd.....Capt. John F. Irvine.
Company 34th.....Capt. John F. Irvine.
Company 35th.....Capt. John F. Irvine.
Company 36th.....Capt. John F. Irvine.
Company 37th.....Capt. John F. Irvine.
Company 38th.....Capt. John F. Irvine.
Company 39th.....Capt. John F. Irvine.
Company 40th.....Capt. John F. Irvine.
Company 41st.....Capt. John F. Irvine.
Company 42nd.....Capt. John F. Irvine.
Company 43rd.....Capt. John F. Irvine.
Company 44th.....Capt. John F. Irvine.
Company 45th.....Capt. John F. Irvine.
Company 46th.....Capt. John F. Irvine.
Company 47th.....Capt. John F. Irvine.
Company 48th.....Capt. John F. Irvine.
Company 49th.....Capt. John F. Irvine.
Company 50th.....Capt. John F. Irvine.
Company 51st.....Capt. John F. Irvine.
Company 52nd.....Capt. John F. Irvine.
Company 53rd.....Capt. John F. Irvine.
Company 54th.....Capt. John F. Irvine.
Company 55th.....Capt. John F. Irvine.
Company 56th.....Capt. John F. Irvine.
Company 57th.....Capt. John F. Irvine.
Company 58th.....Capt. John F. Irvine.
Company 59th.....Capt. John F. Irvine.
Company 60th.....Capt. John F. Irvine.
Company 61st.....Capt. John F. Irvine.
Company 62nd.....Capt. John F. Irvine.
Company 63rd.....Capt. John F. Irvine.
Company 64th.....Capt. John F. Irvine.
Company 65th.....Capt. John F. Irvine.
Company 66th.....Capt. John F. Irvine.